What's Happening In And About The
Yankee Air Force Museum
Hangar Happenin's

1997

July

Yankee Air Museum P.O. Box 590 Belleville, MI 48112 Tel. 313/483-4030

Obituaries

'Rosie the Riveter' worked in Ypsilanti

Associated Press

Rose Will Monroe was an employee at an Ypsilanti factory during World War II when she was asked to become "Rosie the Riveter," the nation's poster girl for women joining the workforce.

Ms. Monroe died Saturday, May 31, 1997 in Clarksville, Ind. She was 77.

Ms. Monroe was a riveter building B-29 and B-24 military airplanes at the Willow Run Aircraft Factory when she was asked to star in a promotional film about the war effort. She also was featured in posters.

Rose Will Monroe in the mid-1940s.

Her role became synonymous with thousands of women who took defense industry jobs, working factory positions usually held by men. Unlike many "Rosies" who returned to the kitchen after the war, Ms. Monroe kept working. She drove a taxi, operated a beauty shop and started her own construction firm in Indiana called Rose Builders. It specialized in high-quality custom homes.

Ms. Monroe was born in Kentucky and moved to Michigan during the war. She is survived by two daughters, six sisters, nine grandchildren and 13 great-grandchildren.

What President is this ?

JUNE 1997 MEMBERSHIP MEETING RAFFLE WINNER

50/50 Drawing.....Paul Stojkov

BH

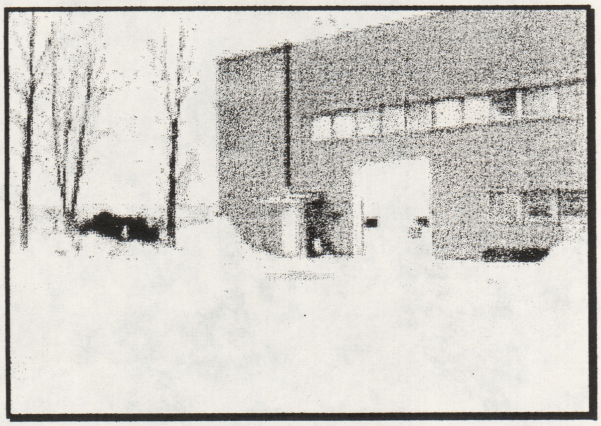
Our most successful Memorial Day Pancake Breakfast yet, couldn't have happened without the work of a lot of Yankee Air Force members and friends.

Starting very early Monday morning were sausage cookers Pete Morris, Hank Heuser & Rich Becker, pancake experts Ken Guenther & Charlie Greenwald, batter beater Steve Guenther, OJ mixer Dave Johnson & syrup warmer Ginger Agnello.

Rounding out the breakfast and coffee crews were Gwen Connelly, Bea Hart, Dick Carter, Al Dallape, Blair Grater, Jerry Harmon, Sandy Oakes, Louise Oakes, Richard Hanes, Jerry & Louella Jahnsan, Peggy & Ron Schneider, Soren Kalen, JoAnn Lingenfelter, Jim Gallagher, Al Scotford, Ann Haener, John & Donna Day, Bob Manley and Don Burke, Jerry Curtis, Clayton Jones, Nancy & Fred lockwood, Clyde Guenther & Don Harner who helped on Friday.

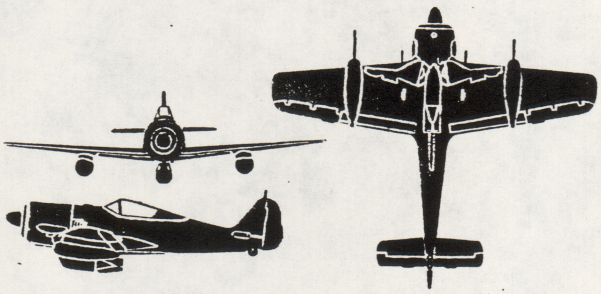
Thank you for a job well done!!! Thanks also to those whose names were missed.

Renda Oakes & Carol Guenther



Remember when?
Photo by Dale Shoup

What kind of plane is this?



Static Aircraft History Series
The F-86L
"Sabre Dog"
by
Roger Peterson

TYPE HISTORY

In 1944 both the U.S. Army Air Force and the U.S. Navy issued contracts for the development of all-jet fighter aircraft using conventional straight wing designs. However, in 1945 the discovery of the advanced aircraft design work that had been carried out by Nazi Germany caused most of these contracts to be canceled as out of date. They were immediately replaced by new ones calling for the incorporation of swept wings. Despite this a navy contract with North American Aircraft for 100 straight wing FJ-1 "Furies" was allowed to stand but the number of aircraft in the order was cut to 30. The three prototype FJ-1's under construction were completed and the first XFJ-1 flew on 27 November 1946. Later versions of the Fury were completed as swept wing aircraft. One of the contemporary Air Force contracts was also with North American calling for them to develop a swept wing jet fighter the P-86, later re-designated the F-86 "Sabre." These simultaneous developments at the same firm explain the very similar appearance of the FJ and F-86 aircraft.

The first XP-86A flew on 1 October 1947. It was severely underpowered because it had to use the primitive Chevrolet built version of the General Electric (GE) G-180 engine which gave only 3,750 pounds of thrust. Despite this the plane attained a speed of 618 miles per hour. Re-engined with the 5,000 pound thrust GE J-57 engine it set a new world speed record of 671 miles per hour in 1949. One of the most graceful looking aircraft ever built these fighters armed with .50 caliber machine guns were a complete success. The F-86E and F models served with distinction during the Korean War. They proved more than adequate in dealing with the Soviet built MIG-15 used by the North Koreans despite being inferior to it in armament, altitude and climb capabilities.

Meanwhile, the Air Force decided that it also needed an air defense fighter. The concept was the plane would be guided on an intercept course to position where it could fire on attacking enemy aircraft by a radar controlled auto-pilot. This resulted in the creation of the F-86D "Sabre Dog." While the designation might give the idea it was merely a modification it was in reality almost a total rework of the original F-86 design. The nose and air intake were drastically altered so that a search radar could be incorporated there and a more powerful engine with an afterburner was installed. A major innovation was the fact that the "D" carried no guns. Instead it was armed with 24 air to air rockets mounted in a retractable pod in the forward fuselage. The prototype YF86-D first flew on 22 December 1949 and the first production F-86D made its first flight in March of 1951.

After a period of service the Air Force decided to update a number of "D's" to "L" status by incorporating the following modifications:

1. New electronics allowing them to engage in data link communications with ground based electronic computers that could guide them to their targets.
2. New slotted wing leading edges.
3. New wing tips.

The last "D" model was produced in September, 1955 and the last Sabre of any model was delivered in December, 1956. In its day the F-86 was used by a wide variety of countries from Japan to Norway. In addition it was assembled or built not only in the USA but in Australia, Canada, Italy, Japan and then West Germany. An indication of its

success is that 9,502 Sabres of all models were produced.

SPECIFICATIONS

Type: single seat interceptor
Manufacturer: North American Aviation Company
Wingspan: 39' 1 1/2"
Wing Sweepback: 35 degrees
Fuselage Length: 40' 3 1/4"
Height: 14' 8 3/4"
Maximum Weight: 18,343 pounds
Empty Weight: 14,498 pounds
Powerplant: one 7,650 pound thrust General Electric J47-17 or -33 with afterburner
Maximum Speed: 692 miles per hour
Service Ceiling: 50,000'
Initial Rate of Climb: 12,000 feet per minute
Range: 535 miles/850 miles with external fuel tanks
Armament: Twenty four 2.75" folding fin air to air rockets in retractable pod
Crew: 1
Number produced: F-86D - 2,000+ /F-86L conversions-800+

OUR PLANE'S SERVICE HISTORY

Our example was manufactured at North American Aviation's Inglewood, California plant as F-86D, Air Force Serial Number 53-1060. Its subsequent service history was as follows:

Jul. 55 Delivered to the US Air Force and assigned to the 56th Fighter Interceptor Squadron (Air Defense Command), Selfridge AFB, Michigan.

Aug. 55 Transferred to 94th Fighter Interceptor Squadron (Air Defense Command), Selfridge AFB, Michigan.

Jan. 56 Returned to North American Aviation for modification and update to F-86L.

Jun. 56 Transferred to 3600th Combat Crew Training Wing (Air Training Command), Luke AFB, Arizona.

Aug. 57 Transferred to the 354th Fighter Interceptor Squadron (Air Defense Command), McGhee-Tyson Airport, Knoxville, Tennessee.

Oct. 57 Transferred to the 87th Fighter Interceptor Squadron (Air Defense Command), Lockbourne AFB, Ohio.

Sep. 58 Transferred to the 56th Consolidated Logistics Maintenance Squadron (Air Defense Command), O'Hare Airport, Chicago, Illinois.

Dec. 58 Transferred to the Sacramento Air Material Area (California) for depot work.

Jan. 59 Transferred to the 165th Consolidated Logistics Maintenance Squadron (Air National Guard), Travis AFB, California.

Apr. 61 Transferred to the 158th Fighter Interceptor Squadron (Air National Guard), Travis AFB, California.

May 62 Transferred to the 2750th Air Base Wing (Air Force Logistics Command), Wright-Patterson AFB, Ohio.

Aug. 63 Dropped from USAF inventory.

Unknown Acquired by the General Electric Company for engine testing.

Unknown Disposed of by General Electric.

Aug. 82 Purchased by the YAF from a private individual in Ohio.

After purchase the Sabre was trucked to Willow Run. Once there, inspection revealed that the "L" was badly in need of major work. Renovation was done and involved an arduous program of cleaning, corrosion removal, metal replacement, damage repair and painting. The process was a long one

involving the dedication and commitment of a number of people. Affectionately known as the "Sabre Dog" (this nickname stuck to the birds despite their updates to L's) and painted in a late 1950's color scheme carried by the 38th Fighter Interceptor Squadron, Bloomington, Vermont she makes a colorful and attractive member of the museums collection.

HAPPENINGS AT THE WILLOW RUN HANGAR By Daniel Tomczak

FIELD TRIP TO CANADIAN WARPLANE HERITAGE MUSEUM

On May 3rd, about 60 Yankee Air Force members and guests visited the Canadian Warplane Heritage Museum in Hamilton Ontario. The weather was poor but both the bus and C-47 made it through. The museum tour started with a question and answer session with a CWH museum director. Many questions were raised by YAF members concerning the new museum building, operations and funding. Then it was time to visit the fabulous museum building and see the vast collection of aircraft. Lunch was in the cafeteria, and through the windows, the YAF C-47 looked great sitting on the ramp. Soon it was time to leave. If you have not visited the new CWH Museum, put it on your travel plans. It is well worth the trip. The museum may sponsor another trip later in the year, this time to Kalamazoo.

B-17 VISITS KALAMAZOO MUSEUM

The Yankee Air Force's B-17 flew to its first event of 1997 season on the weekend of May 3rd and 4th to the Kalamazoo Aviation Museum. Unfortunately the weather was poor, especially on Saturday. The Kalamazoo Museum personnel were very helpful, they even allowed the YAF retail to set up inside the museum. Sunday's weather was better. There was such a demand by visitors to see the B-17 that the Kalamazoo museum opened their doors early. The event was a success for both Kalamazoo and Yankee Air Force Museums. Part of the agreement in bringing the B-17 was that Kalamazoo will bring an aircraft to a YAF event. This year at Founder's Day, the Ford Tri-motor and P-47 will visit. Mark your calendars because this will be an event not to be missed.

AIRSHOW REMINDER

Remember when working an airshow for the Yankee Air Force you are representing the Organization. Please dress appropriately.

FORD RETIREES HOLD MEETING IN THE HANGAR

About 60 retired engineers and managers from the Ford Motor Company visited the museum. Every month the group meets for dinner. This time they chose to do something different and had their meeting and dinner in the hangar. They toured several aircraft. Many favorable comments were given out, they were greatly impressed with the museum and workmanship of the restorations. Some people even became members!

CHANGES AT WILLOW RUN AIRPORT

At a recent meeting for all tenants of Willow Run Airport, the new airport manager and his staff outlined plans for the Willow Run Airport. Item discussed included demolition of WWII era buildings, including the Butler Hangars on the east side of the field, three additional rows of T-hangars by Signature, better highway access to the airport, general cleaning of the airport, and increased marketing of the airport to attract corporate hangars. It is envisioned that the Ecorse Road side of the airport will be lined with corporate hangars. The Yankee Air Force Museum is an important part of overall plan for airport development.

MEMBERS HELP MUSEUM OF FLIGHT B-17 RESTORATION

Several members, of the YAF visited the Boeing Aircraft Company in Seattle Washington, to help the crew restoring the B-17F for the Museum of Flight. The restoration is coming along really well with many detail items added to the airplane. It is probably less than a year away from completion. The major systems that need attention are the engines and control systems. It has not been decided if this airplane will fly for one flight (from the restoration facility to the museum) and be hung from the ceiling or flow on the airshow circuit.

HANGAR IMPROVEMENT PROJECT BOARD

John Day, the new Hangar Coordinator has made a list of projects to improve the hangar. These projects range from large projects to painting. Help is needed. Scheduled work days are Tuesday, Thursday, and Saturdays. See John Day for details.

EXECUTIVE AIRPLANE?

At the Azalea Festival on Gross Ile, the President and Vice President of the Yankee Air Force arrived in style aboard the PT-19 trainer. When someone asked what airplane they were in, a member said they were in "YANKEE AIR FORCE ONE"!

NEW GROUND TUG OPERATOR FOR GROUND MOVEMENT OF AIRCRAFT

Mike Luther has been trained on aircraft movement with the tugs. Over the last year Mike has worked with Don Burke, and has done well in moving aircraft.

FAA SAFETY SEMINAR HELD IN HANGAR

On May 21, the Federal Aviation Administration held a safety seminar in the museum hangar. The seminar was scheduled to be held at the new Active Aero Hangar, but the hangar was not completed so it was held in the YAF hangar. About 60 people attended the seminar.

For those of you who have access to the Internet, please be advised that our web page is no longer at http://www.vpent.-com/yaf. The new address is http://detroit.freenet.org/yaf. The reason for this change is that the member who maintained this is no longer with us and the people who hosted the aforementioned site is unable to be contacted. Our new site will

allow us to provide additional services as well as allowing us to maintain it in a more timely fashion. Already there have been some improvements and more are yet to come.

WELCOME NEW MEMBERS WILLOW RUN

Reiko Peterson, R.W. & Flo Brandt, Morton Jaffe, Tom Majchzak, Travis Rodriguez (Jrmbr), A.J. Kaye, Brad nixon, Timothy Jaeger, Marty Doa, Frank Kolaowski, Noel Ryal, Ricky Paslaski, Jennifer Aiken, Maria Banach, John Swisher, Mary Rhine, James Loftus, Doug Martin, Hal Brownell, Charles Bohanan, James Lee,Jr., Arden Hammond, Mitch Mitchell, Jim Fuller, Tom & Blake (Jrmbr) Crawford, Emanuel Hill II (Jrmbr), Chris Harkai, Tim Montie (Jrmbr), Trevor Bennett, Steve Stevens, James Clay French, Johnny Ochon,Jr., Ray Wardell, Larry Brissette, Jeremy Stemen, Rob Perry, Paul Chu Lin, Janiel Rinehart, Walter & Wally Solovey, James Decker, Drew Decker (Jrmbr), Bus Coward, Russ Carpenter, Bill Rosnyai, Wayne Eggebrecht, David Saunders (Life), Dan Grady, Vincent Barone, Ted Branczeisz, and Dave Holt.

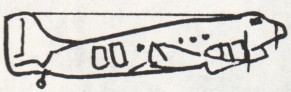
BH

Do you know this young lady?

THANK YOU!

To **Waneta Dorrell, Lester Reakes, Ted Edmonds, Les Kellogg** and **Carol Guenther.** Also **Soren Kalen** for his continued support.

$5,000.



Start **$1984.84** **Finish**

"MISSION IMPOSSIBLE?"

July 4, 1942. Perhaps it was impossible, but the Army Air Force flew its first historic combat mission against the Germans out of England in World War II on July 4, 1942. What more appropriate day...our Independence Day.

General Ira Eaker "borrowed" six of the RAFs Douglas A-20 Bostons the Yanks had been training in, and along with six British crews, sent them out to attack Luftwaffe airfields located in Holland.

The group of twelve A-20s split up into four groups of three, each attacking a separate target. Problems faced the group. As the second plane in this group; the A-20 flown by Captain Charles C. Kegelman took a direct hit in its right engine, knocking off its prop momentarily. Losing control, Kegelman's wing tip, then his belly, hit the ground. Miraculously, Kegelman regained control and made it back to his base at Swanton Morely.

This extraordinary mission resulted in the DSC for Kegelman, and a DFC for each member of his crew.

Independence Day- Relived on July 4, 1942.
Reference: Air Classics Magazine

NOTICE

...Wednesday, July 9, 1997 will be B-17 Restoration Crew Potluck dinner at 6 PM instead of usual second wednesday monthly meeting.

- Nancy

- The young lady in the picture is Louise O'Brien, 1929, AKA Louise Greenwald, YAF Gift Shop chairman.

Answer to "What president is this"
It is <u>not</u> former president George Bush.
It is our own **Don Harner**, current President of the Y.A.F.
Photo by Norm Jones

Answer to "What kind of plane is this"

FOCKE-WULF Fw-190A4
Fighter Bomber

Single seat day & night fighter-bomber with wing drop tanks powered by a 1,760 hp. radial engine. One bomb carried externally. Straight tapered pointed fuselage is noticible.

APPOINT NEW BOARD MEMBER
Lee Basset was appointed to a vacant board seat. The term will run to December of this year.

MEETING WITH GREENFIELD VILLAGE OFFICIALS
A meeting was held with Henry Ford Museum and Greenfield Village chairmen and some board directors of Yankee Air Force at the Yankee Air Museum during the third week of June. The purpose was to discuss mutual concerns of the airplane collections of both museums. It was a beginning of a series of talks and more meetings are planned.

ELECTRICAL POWER
Electrical power to the static air park has been installed to provide power. This will greatly help the work by eliminating long extension cords or the use of a generator.

FRONT ENTRANCE, OUTSIDE HANGAR PAINTING AND HANGAR IMPROVEMENTS
Work on the front entrance is held up due to need of a work permit to be issued. The outside hangar will be painted by the generous donation of a private contractor, JEFFREY WHITING PAINTING, starting sometime in July. This will greatly improve the appearance of the building as painting has been long overdue. In addition the large Yankee Air Museum letters were painted red by Tom Shattock. They really stand out and give a nice finishing touch to the hangar.

Work continues on expanding the third floor storage area and replacing the ceiling on the second floor storage area. If you're looking for something to do, John Day has many hangar projects listed on the blackboard in the DOG HOUSE. He can use all the help he can get. All skill levels are needed and help is appreciated wherever applied.

YOV-10 AND CG-4A GLIDER
The YOV-10 and the CG-4A glider have just received some much needed parts. These parts will greatly help in the restoration of these two aircraft. The YOV-10 parts came from California Department of Forrestry and the glider parts came from the Cradle of Aviation Museum in Long Island, New York.

VIETNAM DANCE
Viet Nam Era Dance will be held on August 23, 1997. It will be a 60s theme at the Hangar. The "LAREDOS" band will be performing at the function. A DJ participation from station WOMC featuring a station Last year the event was very well attended and a lot of fun. Make your plans early.

FOUNDERS DAY
Kalamazoo Tri-motor and P-47 will be our special guests at our Founders Day Open House in September. The Tri-motor will have rides available.

Past Events of Interest

July

1 AIR FORCE Magazine becomes the official journal of the AFA, 1946.

2 Air Service becomes Air Corps, 1926.

4 The Flying Tigers are incorporated into the AAF, 1942.

18 Aviation Division, US Signal Corps becomes Aviation Section, US Signal Corps, 1914.

21 Capt. Virgil "Gus" Grissom be comes the first USAF astronaut in space, 1961.

27 Armistice signed in Korea, 1953. Space Education Foundation re-named the Aerospace Education Foundation,Inc., 1961.

VISITORS to the MUSEUM

May, 1997

27 states and District of Columbia, also Spain, England, Mexico, Chili, Scotland, Holland, Qatar, Australia and Germany.

BUY
BOMBER
BONDS
B-17 B-25

Only
You Can
Keep 'Em Flying !

Operation CAN-DO is a year 'round project !

Yankee Air Museum
P.O. Box 590
Belleville, MI 48112-0590

First Class Mail